

**Maryland Historical Trust  
State Historic Sites Inventory Form**

**MARYLAND INVENTORY OF  
HISTORIC PROPERTIES**

Survey No. CT-1191

Magi No.

DOE ☐ yes ☐ no

**1. Name** (indicate preferred name)

historic Lower Marlboro Wharf

and/or common

**2. Location**

street & number located at end of Lower Marlboro Road (route 262) ☐ not for publication

city, town Lower Marlboro ☒ vicinity of congressional district

state Maryland county Calvert

**3. Classification**

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military <input checked="" type="checkbox"/> other wharf

**4. Owner of Property** (give names and mailing addresses of all owners)

name State Highway Administration

street & number P.O. Box 805 telephone no.:

city, town Prince Frederick state and zip code MD 20678

**5. Location of Legal Description**

courthouse, registry of deeds, etc. M.D.A.T. liber

street & number Goldstein Building, 200 Duke Street folio

city, town Prince Frederick state MD

**6. Representation in Existing** Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

pository for survey records

city, town state

## 7. Description

Survey No. CT-1191

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input checked="" type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

### CONTRIBUTING RESOURCE COUNT: 1

Standing Wharf Structures: The present wharf is no longer used for docking purposes and serves primarily as a recreational fishing structure.

Associated Standing Wharf Structures: None

Previously Existing Wharf Structures: "Patuxent River Maryland, From Hollin Pt. to Jones Pt." 1859 revised in 1908 depicts a structure over the water directly at the end of the road leading to the wharf. It is not certain but the structure appears to date from 1859. "Map of Calvert County Showing Topography and Election Districts" 1902 depicts what appears to be a square wharf with a structure located on the north side. "Patuxent Folio" 1907 depicts the same wharf shape as the 1902 map. "Soil Map Calvert County, Maryland" 1928 depicts the same wharf shape but without the wharf structure. "Lower Marlboro" Quadrangle Topographic Map" 1953 PR 1979 depicts no wharf.

Description: Lower Marlbor Wharf is a historic wharf site with no visible features on land or above mean low water.

CMM photographs P-6613 (= Mariners' Museum PH-978 c224) undated, and P-100 (= Mariners' Museum PH-980 c224), dated 1923, show an "L" shaped wharf with two gable-ended warehouses built side-by-side over the water with access to the wharf via an inclined ramp located on the south side of the warehouses. Both structures are sheathed with vertical wood boards, wooden shingle roofs, and each had a large single door on each gable end. A cluster of fender piles was located on the outer end of the wharf head. There was no rail on the wharf. An aerial photograph dated 1938 shows a square wharf approximately 60 feet long with a 50 foot long warehouse structure.<sup>89</sup> CMM photograph P-6071, reputed to be Lower Marlboro, may in fact be one of the wharves further up river. The present wharf is also square-shaped. This suggests the wharf present in 1923 was altered or rebuilt by 1938.

A hand drawn map of Lower Marlboro as it existed in the "late 1800s shows the wharf in the present location with the "holding pen" located just up the road on the south side and two warehouses located along the river to the north. A road is also indicated running along the river; this road is not present today.<sup>90</sup>

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<sup>89</sup> Aerial photograph AHS 7-15, dated 1938, scale 1 inch equals 660 feet, Calvert Soil Conservation District, photostatic copy deposited at Calvert Marine Museum.

<sup>90</sup> "The Swampoodle Book: A Walk Back Through History - Lower Marlboro, Then and Now," n.p.

# 8. Significance

Survey No. CT-1191

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	Builder/Architect
1822-1932	
check: Applicable Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	
and/or	
Applicable Exception: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G	
Level of Significance: <input type="checkbox"/> national <input type="checkbox"/> state <input checked="" type="checkbox"/> local	

Prepare both a summary paragraph of significance and a general statement of history and support.

Lower Marlboro Wharf is one of twenty historic steamboat wharf/landing sites identified in "Calvert County Steamboat Wharves and Landings: Architectural Level Survey and Inventory." This survey and inventory was completed in 1996 by Eshelman & Associates for the Calvert County Historic District Commission with funding from the Calvert County Board of County Commissioners. The final report includes a context study which places the historic significance of these steamboat wharf and landing sites within the broad pattern of local county history and regional history of the Chesapeake Bay. The study falls within the theme of "Transportation" within the time periods of "Agricultural-Industrial Transition (1815-1870)" and "Industrial/Urban Dominance (1870-1930)." Refer to this study for a general historical view and historical significance of the resources as a whole.

Lower Marlboro Wharf is located at the end of Lower Marlboro Road (Route 262), directly on the Patuxent River, approximately 36 miles above its mouth. Lower Marlboro boasted a warehouse, taverns, a mill, race track, and school.<sup>91</sup> This town was established in 1683. Originally spelt "Marlborough," it was shortened to "Marlboro" in the late nineteenth century and "Lower" was added to avoid postal confusion with Upper Marlboro, located about twelve miles to the north.<sup>92</sup> The Harbormaster's House (Hinman's Store? CT-11), mid to late 18th century, overlooks the wharf. The "Jim Bill Gibson House" on the "upper adjacent lot" is where J. B. Gibson and his son William Gibson lived. Both were wharf

<sup>91</sup> Personal communication to Ralph Eshelman from Donald Shomette, August 30, 1996, indicates piles from a second wharf were visible at low water up river from the present wharf location during the 1980 Patuxent River Submerged Cultural Resource Survey. This is probably the James Spicknall Wharf which is depicted in a hand drawn map which reputedly shows Lower Marlboro during the "late 1800s." The map is located in "The Swampoodle Book: A Walk Back Through History - Lower Marlboro Then and Now," (Lower Marlboro) 1983. No evidence of a second wharf at Lower Marlboro was seen during the August 29, 1996, boat survey.

<sup>92</sup> Hamill Kenny, *The Placenames of Maryland, Their Origin and Meaning* (Museum and Library of Maryland History, Maryland Historical Society, Baltimore, Maryland, 1984), p. 147; and Charles Stein, *A History of Calvert County, Maryland* (privately published in cooperation with Calvert County Historical Society, 1976), pp. 91-92.

## 9. Major Bibliographical References

Survey No. CT-1191

See context study bibliography in "Calvert County Steamboat Wharves and Landings: Architectural Survey and Inventory."

## 10. Geographical Data

Acreage of nominated property \_\_\_\_\_

Quadrangle name Lower MarlboroQuadrangle scale 1:24000UTM References do NOT complete UTM references

A 

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Zone Easting Northing

B 

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Zone Easting Northing

C 

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D 

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E 

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F 

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G 

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H 

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Verbal boundary description and justification \_\_\_\_\_

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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## 11. Form Prepared By

name/title Ralph Eshelmanorganization Eshelman & Associatesdate December 19, 1996street & number 12178 Preston Drivetelephone 410-326-4877city or town Lusbystate MD

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

MARYLAND HISTORICAL TRUST  
DHCP/DHCD  
100 COMMUNITY PLACE  
CROWNSVILLE, MD 21032-2023  
514-7600

## Continuation Sheet 8.1 Lower Marlboro Wharf

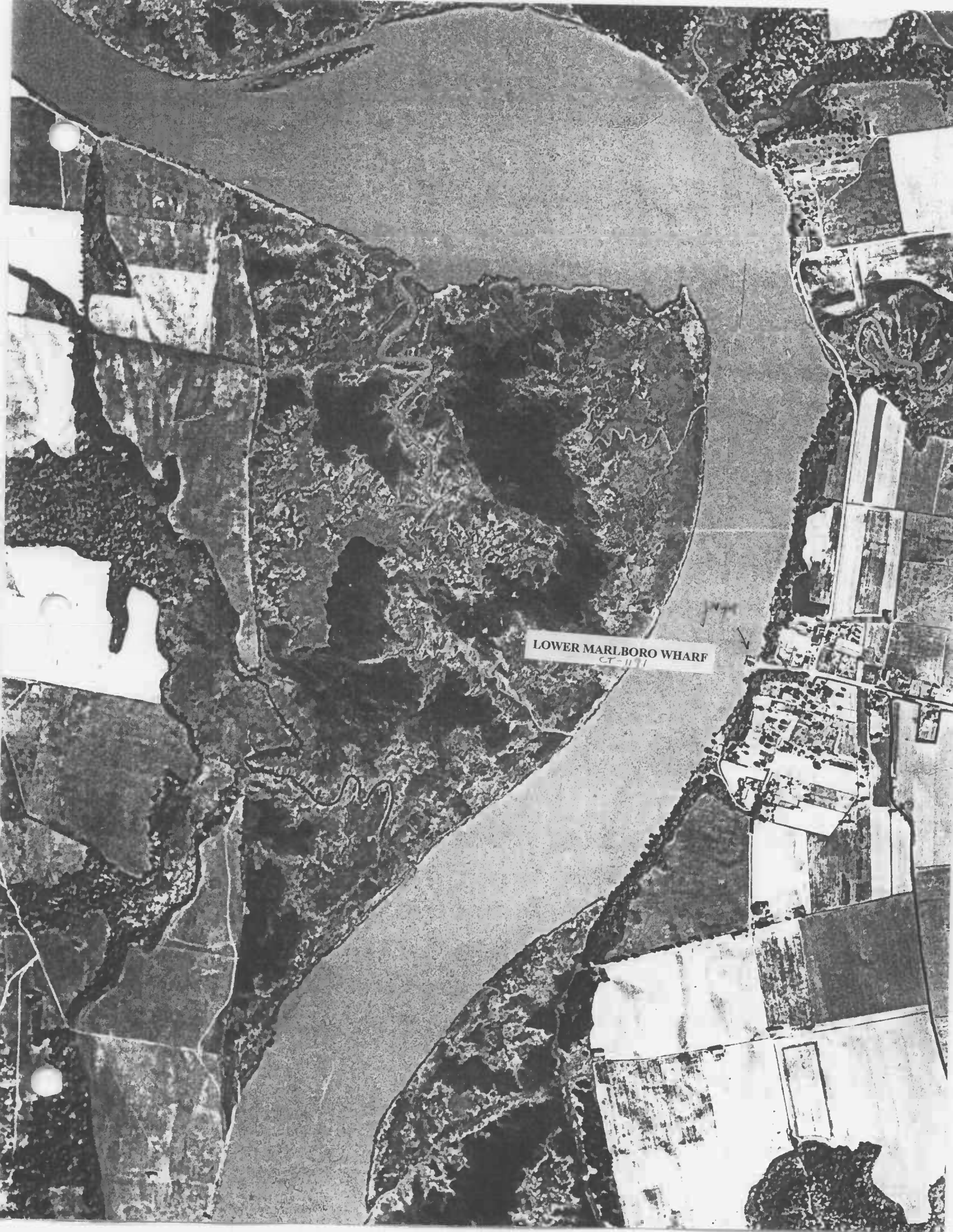
masters.<sup>93</sup>

At least one wharf was present at Lower Marlboro since 1750. James Harrison sold the steamboat wharf property to Mason L. Weems on November 26, 1859. In 1887 Weems steamers came three times a week in season to pick up the peach harvest; there were three warehouses located at Lower Marlboro at this time to accommodate the harvest. Martha Spicknall was the wharf agent until her death in 1904; later George W. King served as wharf agent until 1940. In 1907 the wharf generated \$2,343.60 in local freight, \$18.32 in through freight, and \$210.75 for passengers, for a total revenue of \$2,572.67. On May 11, 1936, James U. Dennis as trustee of the bankrupt Baltimore and Virginia Steamboat Company sold the wharf property to Goodman Goldstein.<sup>94</sup>

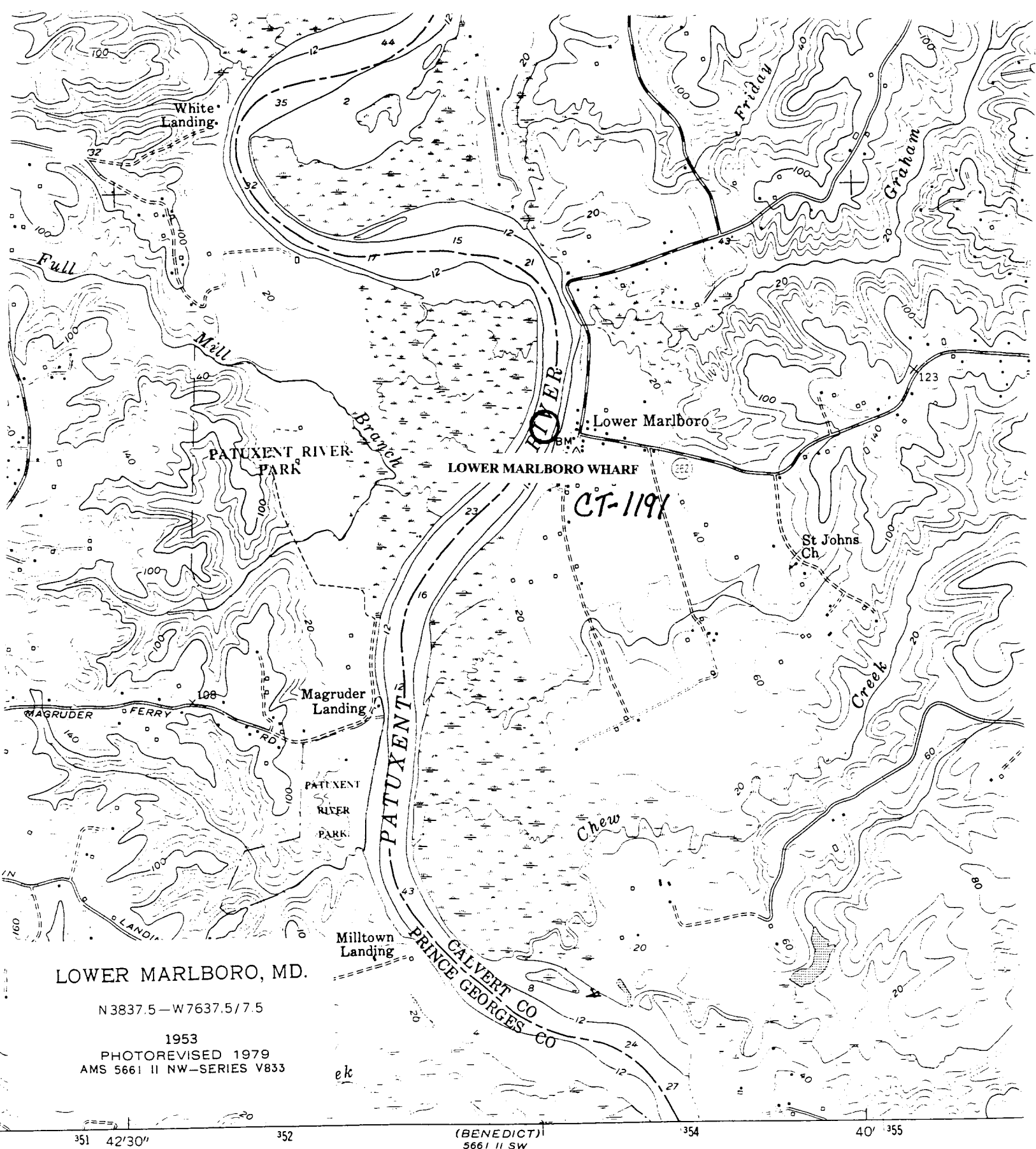
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<sup>93</sup> Letter from Genevieve Frazer (Hinman) Cockey to Merry Stinson, no date, original in CT-11 file, Calvert County Planning Office; copy in Lower Marlboro Wharf file, Calvert Marine Museum. Cockey states the so called harbormaster house was never lived in by a harbormaster (wharfmaster) but that the "Jim Bill Gibson house on the upper adjacent lot" was. It is not clear which house this actually refers to but it does not appear to be the Lloyd Gibson Farm (CT-206) or Fannie Gibson House (CT-296), both in Lower Marlboro but not located on a upper adjacent lot.

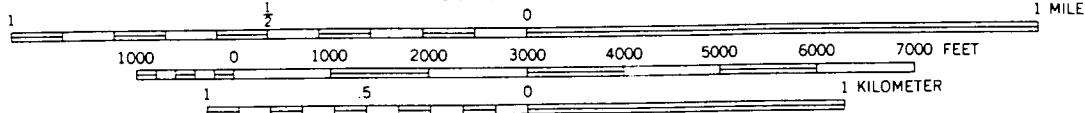
<sup>94</sup> Will of Littleton Waters, June 21, 1750; *Calvert Journal* 1887, mentioned in "The Swampoodle Book: A Walk Back Through History - Lower Marlboro Then and Now," 1983, but gives no source; *Calvert Gazette*, July 23, 1887; Calvert County Deeds AAH number 34 F.579; oral communication to Ailene Hutchins from Leida Younger King, widow of George W. King, 1971; and "Maryland Delaware & Virginia Railway Company Annual Report, Statement of Freight and Passenger Revenue by Wharves for the Fiscal Year Ending December 31st, 1907." Original in private ownership, copy deposited in collections of Calvert Marine Museum.



LOWER MARLBORO WHARF  
CT-1111



SCALE 1:24000

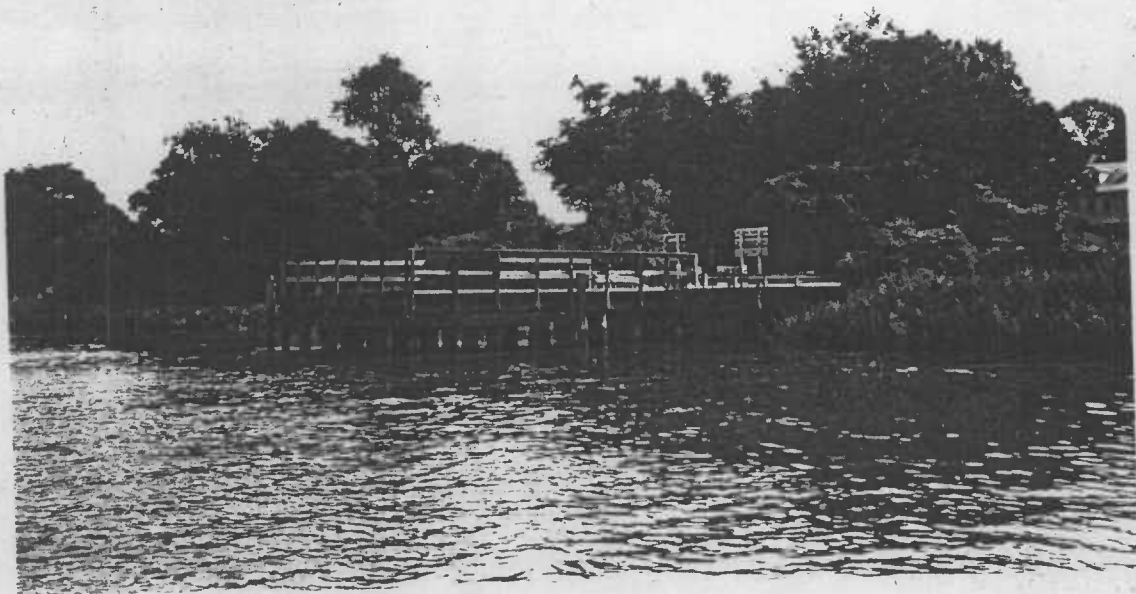


1"=03'  
19 MILS

CONTOUR INTERVAL 20 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929  
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER







CT-1191

Lower Marlboro Wharf  
Calvert Co., MD

Ralph Esclamman

Aug 1996

neg: MD SHPO

view NE of present wharf

Lower Marlboro Wharf